

DIPLOMAT IN LIST OF PERSONS HURT ON ICY PAVEMENTS

Huntington Wilson, First Assistant Secretary of State,
Falls While Alighting from Automobile at New
Willard Hotel and Receives Cuts on Face.

ACCIDENTS IN CITY ARE NUMEROUS

Eight Boys Ride Down Thirteenth

Street Hill on Snow Truck, and
Four Are Injured, One Seriously.
Edward Russ, on Sled, Collides
with Automobile—May Not Live.

State Department Official Treated by
Physician Summoned by Miss
Christian—Mrs. Wilson Falls in
Going to Aid of Husband and
Suffers from the Shock.

LIST OF THE INJURED.

HUNTINGTON WILSON, First Assistant
Secretary of State; cut on face.
EDWARD RUSS, thirteen years old, 602
G street northeast; concussion of
brain, probably fracture of the skull,
laceration on right side of head, and
minor bruises and cuts on body;
may die.

WINTON PIERCE, thirteen years old,
1525 Massachusetts avenue north-
west; concussion of brain, fracture
of the skull, several cuts on head,
bruises on body, and probably internal
injuries; condition critical.

JOHN SULLIVAN, fifteen years old, 805
Twelfth street northwest; left leg
broken and injuries to head and
body.

DUDLEY GERMANE, fifteen years old,
1428 N street northwest; several lac-
erations of scalp, injuries to body,
and probably internal injuries.

NOEL ROSOSCO, sixteen years old,
1315 Vermont avenue northwest;
slight injuries to body.

WALTER MASON, negro, twelve years
old, 120 Pierce court northwest; frac-
ture of right leg and injuries to head
and right arm.

FREDERICK GROFF, twenty years
old, Wyoming apartments; injuries
to head and body, consisting of mi-
nor cuts and bruises.

ELMORE HERRELL, thirteen years
old, 451 New Jersey avenue south-
east; cuts on head and bruises on
body.

Eight boys on a snow truck dashed
down the hill in Thirteenth street from
K street shortly before 8 o'clock last
night. They sped like the wind, and
collided with a street car in New York
avenue.

Four of the boys were injured, one
seriously.
De Witt Hammett, sixteen years old,
of 1327 N street northwest, was steering
the truck. Behind him sat Winton Pierce,
John Sullivan, Dudley Germane, Noel
Rososco, and three boys who escaped in
the confusion following the accident,
without making known their identity.

Boys Were on Sleds.
There were about ten trucks being used
on the hill in addition to small sleds
carrying one or two boys. Shouts arose
from the merry-makers as the truck ap-
proached New York avenue, but the cry
was stopped as an oncoming car came
in sight. Hammett knew he could not
stop the truck before it reached the car
tracks.

Motorman G. W. French, of 823
Twelfth street northeast, began turning
the brakes of the car as soon as he saw
the truck, but the wheels slid over the
ice while the car ran rapidly toward the
intersection of Thirteenth street.

Hammett did not lose his presence of
mind. He tried to guide the truck to
one side in order to pass before the
car. The small sled used to steer the
truck turned at right angles, and slid
over the ice almost as smoothly as
though gliding on its runners.

Several boys tried to stop the truck
by dragging their feet. Hammett gave
a shout of alarm as the truck continued
toward the car. Then came a crash. The
truck struck the front of the car at an
angle, whirling around before the car.
Every boy on the truck was sent sprawling.
The car was stopped after it ran a
short distance.

Pedestrians and passengers on the car
ran to the assistance of the boys. Percy
J. Grady, employee of the firm of Moore
& Hill, was passing in an automobile.
He stopped the machine, and ordered the
injured boys carried to the automobile.

A hurry run was made to Emergency
Hospital. Before midnight the injured
boys were removed to their homes in cabs
and other vehicles. Young Pierce was un-
conscious when he was removed from the
hospital. Physicians fear he sustained a
fracture of the skull. His condition is
serious.

An accident in which Edward Russ was
injured occurred at Seventh and F streets
northeast about 7:30 o'clock. The police
say several children have been ordered off
the hill several times. Young Russ was the
only boy coasting, it is said.

Jumped on the Sled.
The boy jumped on the sled at E street,
going down Seventh toward F, gradually
gaining speed. An automobile of the
Terminal Taxicab Company, driven by
Percy S. Kise, of 708 Morton street north-
west, was running slowly in F street.
Russ saw the machine too late to steer
the sled to one side. The sled ran into
the rear wheel of the automobile. Russ
was thrown against the machine. He

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WEATHER FORECAST.

For the District of Columbia
and Maryland—Rain and warmer
to-day; to-morrow, rain or snow
and colder; moderate variable
winds, becoming northeasterly,
and increasing by to-night.

HERALD NEWS SUMMARY.

- Pages.
1—Many Hurt on Icy Pavements.
Motorman Falls From Train.
Woman Hails Lynchers.
Ballinger Probe Opens To-day.
Movement to Aid Clerks.
2—Commerce Body to Elect.
Walking Made Difficult by Ice.
3—Insurgents May Delay Census.
Representative Griggs Dead.
Senators Clash Over Pensions.
4—Procers Discuss High Prices.
5—News of the Social World.
Wallace Statue Criticized.
6—Editorial.
7—News of the Theater.
8—Sporting News and Gossip.
9—Chanler Fines in Court.
10—Financial and Markets.
11—School Promotions and Changes.
12—Curious May Fly, say Wrights.

MOTORMAN KILLED; TRAIN SPEEDS ON

Body Falls Into Creek on
Way to Mount Vernon.

TOURISTS IGNORANT OF PERIL

Conductor, Failing to Get Response
to Signal, Finds Cab Empty—Forn-
hill Believed to Have Lost Footing.
Dropped Thirty-five Feet from
Trestle—Coroner Investigating.

Unaware of their peril, due to the fact
that the motorman had in some mysteri-
ous way been killed, and his body had
fallen into a creek, a quarter of a mile
back, many tourists bound for Mount
Vernon sped along yesterday afternoon
on a train of the Washington, Alexan-
dria and Mount Vernon Railway.
The discovery of the absence of the
motorman, Archie Fornhill, from his
post was made by Conductor Mervel M.
Hutzel, at 3 o'clock. The conductor had
just given a signal for a stop, and, on
failing to get a response from the cab,
proceeded to make an investigation. To
his horror he found the cab vacant and
the train running along of its own ac-
cord. He quietly brought the train to a
stop.

Body in Creek.
Hutzel, accompanied by Trolleyman
Pearson and a number of male passen-
gers, walked back to find what had be-
come of Fornhill. After going about a
quarter of a mile, they found his body
partially submerged in ice and water in
Little Hunting Creek, a mile from Mount
Vernon. The skull had been fractured
and there were bruises on the head. The
ice in the neighborhood was covered with
blood. It was evident that death had
been instantaneous. The water in this
creek is about ten or fifteen feet deep.
The trestle over the water is about
thirty-five feet high.

The supposition is that Fornhill may
have been jarred from his cab, but others
think he may have opened the cab door
to remove the ice from the window in or-
der to obtain a better view, and, in so do-
ing, fell into the creek. It is believed he
must have struck his head against one of
the trolley poles when he fell, as the
bruises would seem to indicate.

There was considerable fog among
the passengers on the train, most of
whom were tourists, when the motorman's
death became known. Fornhill reduced
the speed of the train as he was about
to cross the trestle. Otherwise, it might
have been wrecked and many killed or
hurt.

Jury Is Summoned.
Following the discovery of Fornhill's
body the train was run to Mount Vernon
by Conductor Hutzel and a report of the
death of Fornhill was sent to the rail-
way officials in Alexandria. Shortly
after 4 o'clock Superintendent Percy Cliff,
accompanied by a number of railway em-
ployees, left Alexandria on a special car
for Little Hunting Creek. The body was
taken out of the creek and conveyed to
Wheatley's undertaking establishment in
Alexandria.

Justice Wright last night summoned a
coroner's jury, which assembled shortly
before 8 o'clock. One or two railway em-
ployees testified, after which the hearing
was adjourned until 9 o'clock this morn-
ing, at Wheatley's undertaking establish-
ment, when several other witnesses will
be heard.

Fornhill was thirty years old. Be-
sides a wife, he leaves two children. He
had been employed by the railway com-
pany for several years, and before hold-
ing the position of motorman he had
been a conductor.

WOMAN WITH SHOTGUN PREVENTS A LYNCHING

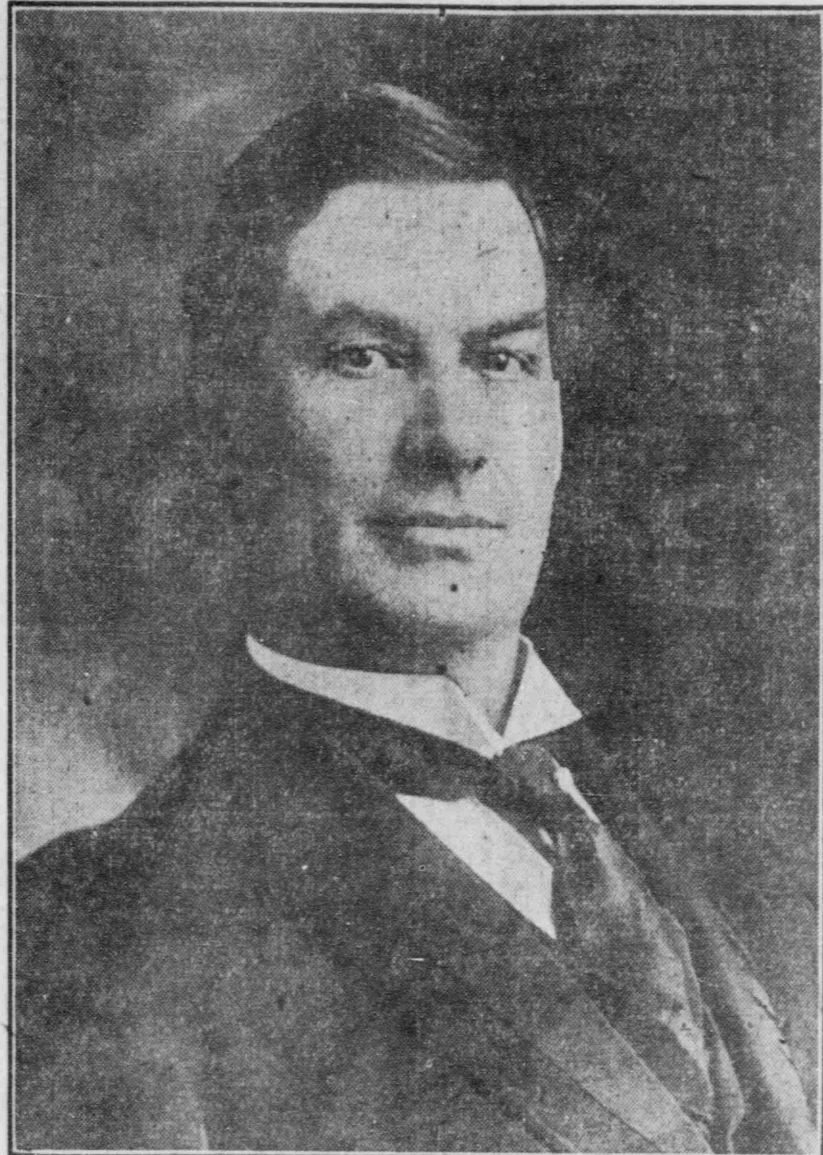
Nonunion Man Rescued as Rope Tightened, and
Sheriff Leads Battle That Follows.

Milwaukee, Wis., Jan. 5.—Samuel
Moore, a nonunion cook in an ice camp,
had a narrow escape from being lynched
at Twin Lakes, twenty miles south of
this city, Wednesday afternoon, being
saved from death by a determined wom-
an with a shotgun.

The union ice men, who had been laid
off earlier in the day, congregated in a
near-by saloon and discussed their
grievances over various flowing bowls.
When Moore put in an appearance he
was set upon by the crowd and kicked
and beaten, sustaining two fractured ribs
and bruises about the head and body.

Finally somebody yelled: "Let's lynch
the scab!" and the suggestion was re-
ceived with immediate favor. A rope
was procured, and one end of it tied
around Moore's neck and the other over
a rafter of a near-by icehouse.

WANTS CONSERVATION PROBED.



HON. WESLEY L. JONES.
Senator from Washington, who demands Congressional investigation of
Ballinger-Pinchot controversy.

D. A. R. PROBE ON.

Accountants to Make Thorough Ex-
amination of Finances.

No report from the auditors who are
investigating the finances of the D. A. R.
was made yesterday at a called meeting
of the board of directors, at the Arling-
ton Hotel, Mrs. Mathew T. Scott, pre-
siding.

But when the accountants get through
examining the books, they will submit a
report on the business of the D. A. R.
during the last three administrations.
This report will be made public in full,
and if any one else is implicated in the
recent mail pilfering scandal, they will
not be spared.

"As far as I know," said Mrs. Amos
Draper, of the executive committee, last
night, "the auditors have found abso-
lutely nothing that would connect any
other employee or officer of the D. A. R.
with the defalcations. But no matter
what the auditors find out, it will be
made public. I have that on the highest
authority."

"So many things have been said, it
was decided to have the whole thing in-
vestigated, but nothing suspicious has
been found yet. The public and some of
the daughters want to know just how
far the thing went, and that is the reason
the books are being examined."

The meeting of the directors was called
for the purpose of hearing names for
membership submitted, conforming with
the by-laws. No other business was
taken up. Immediately after the meet-
ing, Mrs. Scott left Washington for New
York, and will probably be away from
the city for at least two weeks.

BRITISH LINER AFIRE.

Crew Escapes Ten Miles to Shore of
Ascension Island.

London, Jan. 5.—A dispatch from As-
cension Island says the British steam-
ship *Moris Prince*, in charge of Capt.
Campbell, and sailing from New York
December 15 for Cape Town, was sighted
off the island on fire yesterday after-
noon. The fire broke out Monday night,
and the crew abandoned the ship and
took to the boats Tuesday morning. All
aboard, including the captain, were
saved. The vessel, which is ten miles
off the coast, is still afloat, but burning
fiercely.

CZAR GETS BOMB FRIGHT.

Automobile Explodes at Grand Duke
Odesque.

St. Petersburg, Jan. 5.—The czar, mem-
bers of the imperial family, and a num-
ber of foreign princes attended to-day the
final ceremonies over the remains of
Grand Duke Michael Nicholasievich, grand
uncle of the czar, who died December
18. The ceremonies were held in the Ca-
thedral of St. Peter and St. Paul. While
the notables were arriving a cylinder of
Premier Stolypin's automobile burst with
a tremendous detonation. A rumor spread
that an attempt had been made to assas-
sinate the czar, and the city was ex-
cited until it was disproved.

FORTY LOST IN STORM.

Death May Be Fate of Crews of
Eight Fishing Boats.

Halifax, Jan. 5.—Forty fishermen of the
Dover and Whitehead fleet, in the Canso
district, are missing to-night in eight
boats, which have been adrift since Tues-
day at noon.

The seas have been high, the ther-
mometer has been below zero most of
the time, and to-night there is small hope
that any of the victims of the blizzard
that carried them suddenly out to sea,
will ever return alive.

The fleet of searching steamers is
scouring that part of the coast, but there
are few who believe they will bring any
tidings other than complete disaster.

Whitehead has lost four boats with
twenty-two men, and Dover four boats
with nineteen. When the blizzard came
twenty-five boats were at work on the
haddock fishery.

ASK ARBITRATION.

Switchmen and Roads Agree to Sub-
mit to Federal Say.

Chicago, Jan. 5.—Switchmen, in confer-
ence in Chicago since December 1 with
representatives of the Western roads
over wage demands made by the union,
decided this afternoon to submit the
whole question of advanced pay and
changes in working conditions to Fed-
eral arbitration. The negotiations closed
with the best of feeling expressed by
both sides.

The two bodies, employers and em-
ployees, had been arguing the same ques-
tions which caused the strike of switch-
men in the Northwest, upon the refusal
of the union men to accept arbitration.
An appeal to Martin A. Knapp, chair-
man of the Interstate Commerce Com-
mission, and to C. F. Neill, Commissioner
of Labor, at Washington, was made in a
joint letter.

The Federal arbitrators have been
asked to act under the provisions of the
Edman act. A favorable reply is ex-
pected to-morrow.

Chairman Knapp, of the Interstate
Commerce Commission, and Commissioner
of Labor Neill, the mediation board,
received a telegram from representatives
of the switchmen and representatives of
the railroads asking them to act as medi-
ators. They probably will invite the rep-
resentatives of both sides to come to
Washington and present their sides. Failing
in this, they would suggest arbitration.

It is believed that the mediation pro-
ceedings between the switchmen and the
Chicago carriers will have some bearing
on the strike of the switchmen in St.
Paul, Minneapolis, Duluth, and other
Minnesota cities. At one time the car-
riers agreed to settle on the same basis
as the settlement of the differences be-
tween the Chicago switchmen and the
Chicago carriers, but this offer was not
accepted. At that time the Chicago sit-
uation was at the point of being referred
to mediators.

IN ANOTHER MISHAP

Battle Ship Georgia Aground
at Norfolk.

TUGS FLOATED THE FIGHTER

Third Accident in Month Gives Vessel
the Nickname of "Hoodoo" of the
Navy—While Going to Sea for
Maneuvers, the Vessel Strikes a
Shoal Near Craney Island.

Norfolk, Va., Jan. 5.—The battle ship
Georgia ran aground in the Elizabeth
River this afternoon, and another notch
was cut in her stick of recent mishaps.

The vessel was proceeding down the
river from the Norfolk Navy Yard, where
the hole ripped in her outer hull by the
propeller of the collier *Vestal* three weeks
ago had just been patched up and the in-
juries sustained in a collision with the
battle ship *Nebraska* a few days previous
repaired.

Three disasters within a month give
her first call, as the hoodoo of the navy,
if there is such a thing, and whatever that
might mean.

The Georgia had been ordered to sea
for tactical exercises to-day, and in obedi-
ence to those orders was steaming away.
Passing down the river at about six knots
an hour, she struck on the shoal between
Lambert's Point and Craney Island light,
about four miles from the navy yard.

The "C. Q. D." signal was flashed by
wireless and four tugs raced to the as-
sistance from the navy yard. They were
alongside the battle ship within half an
hour after she grounded.

The first of the big struts stuck hard,
but half an hour of puffing and snorting
by them and a pull all together got the
vessel clear again of the shoals.

The Georgia continued on her way, but
got no farther than Hampton Roads.
Whether it was intended to go no farther
than that to-day, or whether she stopped
there because of the accident, was not
explained.

Responsibility for the grounding of the
vessel is probably on the government, as
the river has not been sufficiently dredged
to permit the passage of such vessels in
safety.

BALFOUR OFFENDS GERMANY.

Papers Deplore His Address on Na-
tional Comparison.

Berlin, Jan. 5.—The speech delivered
by Arthur J. Balfour, the British ex-
prime minister, at Hanley yesterday, in
which he dwelt upon the comparative
strength of the British and German na-
vies, has caused both irritation and ridi-
cule in Germany. The newspapers of the
empire print the speech prominently and
comment upon it reprovingly.

Authoritative journals deplore the fact
that Mr. Balfour descended to stir up
anti-German feeling in Great Britain, for
notwithstanding his professions of dis-
belief in Germany's hostility, his state-
ments did not differ intrinsically from
those of the war-scare-mongers, who
goad the anti-German instincts of the
masses.

An Expert in Floral Work.
Blackstone's decorating is superb.
14th and H streets.

WIDE INTEREST IN MOVEMENT TO AID THE CLERKS

Expose by Herald Brings
Friends to Their Cause.

SENATOR CUMMINS' MOVE

Submits Resolution Asking for
Needed Information.

Department of Commerce and Labor
Has Data Collected by Agents Deal-
ing with Retirement Plans—Loan
Sharks Becoming Objects of At-
tacks in Other Cities—Victim Fur-
nishes Startling Case of Usury.

It did not take The Washington
Herald long to arouse wide inter-
est in the movement to have the
salaries of government clerks in-
creased.

It is a popular movement, as at-
tested by the fact that as soon as
The Washington Herald presented
an expose of the deplorable condi-
tions last Sunday the friends of
government clerks were more than
doubled in the city of Washington.

For years it has been a sort of
habit in Washington to look upon
the men and women who work for
the government as persons of rare
good fortune.

But when The Washington Her-
ald showed there is an army of
clerks in Washington working for
from \$720 to \$1,200 a year, that
they have not received an increase
in salary in fifty years, that the
price of food stuffs has more than
doubled in that time, and is still
on the rise, and that clerks are
forced to take their children out of
the public schools to enable them
to work and help swell the family
purse, eyes were opened wide to
stare at the regrettable facts.

THE MERCILESS SHARKS.
Much criticism has been directed at the
merciless loan sharks, who for years have
been feeding and growing fat upon the
small wages earned by government clerks
in Washington. The operations of these
conscienceless pirates have been exposed
in The Washington Herald, and all has
not yet been told. Unable to pay their
bills, the clerks have been compelled to
borrow money of these human leeches;
to pay rates of interest that stagger even
the imagination.

The Washington Herald is much en-
couraged by developments since taking up
the matter of loan sharks and better pay
for government clerks. There are grati-
fying indications, too, that the people of
Washington appreciate the effort being
made for a large percentage of its popu-
lation. To be the exponent of the people
is the mission of a newspaper—it is the
mission of The Washington Herald.

One of the latest champions of the
movement to obtain better pay for gov-
ernment clerks is Senator Cummins, of

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HUSTON GIVES BOND.

Former U. S. Treasurer Declares He
Is Innocent of Charge.

James N. Huston, former Treasurer
of the United States, now under indictment
by the grand jury for conspiracy to de-
fraud and for using the mails for that
purpose, yesterday furnished bonds of
\$250, James J. Fletcher becoming surety.

Former Treasurer Huston is represented
by Attorneys Douglas & Baker. In dis-
cussing his case, Mr. Huston said:
"I am entirely innocent. There are no
grounds for making charges against me,
and I am satisfied I can clear myself
when it comes to a sifting of the matter.
My only notification of the indictment
came from a friend, who sent me a news-
paper clipping to West Point, Va. I came
immediately to Washington voluntarily.
I propose to defend my good name in
every way possible."

Mr. Huston said he has disposed of his
home in New York and had made plans
to embark in an excellent business under-
taking in the West, but the publicity of
this scandal would seriously interfere
with his prospects, if it did not wreck
them altogether. Speaking of Samuel
Graham, of Montreal, and Everett Dufour,
who were indicted with him, Mr. Huston
said:

"I have never seen either Graham or
Dufour, do not know them, and never had
any correspondence with them."

While in the custody of the United
States marshal, Mr. Huston telephoned to
L. P. Mitchell, Assistant Comptroller of
the Treasury, to ask him to identify
his bond. When Mr. Mitchell hesitated
Mr. Huston ended the conversation with:
"I won't beg, I'll go to jail first."

Shortly afterward the matter was ar-
ranged with Mr. Fletcher as surety. Mr.
Huston is stopping at West Point, Va.

Grief Causes Suicide.

Passaic, Jan. 5.—Cornelius Hollar,
seventy years old, brooding over the death
of his wife, committed suicide in the
cellar of his home at 30 Quincy street,
to-day. About a year ago, while living in
Garfield, Hollar's wife died, and he never
became reconciled to his loss.